

# Mobility M2030

## EXECUTIVE SUMMARY



## The Metropolitan Transportation Plan

*The Transportation Plan  
for the Dallas-Fort Worth Region*

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

# Plan Development

## What Is The MTP?

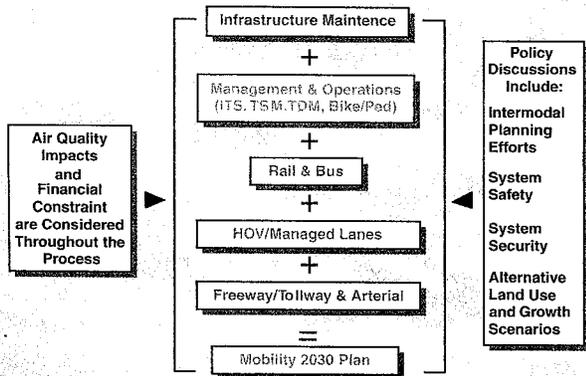
The Metropolitan Transportation Plan, or MTP, is a \$70.9 billion dollar (2006\$) blueprint for the region's multimodal transportation system through 2030. The MTP reflects policies and priorities established by the Regional Transportation Council, the transportation policymaking body of the North Central Texas Council of Governments. The MTP recognizes growing concern for improved mobility and air quality, public acceptance of major transportation facilities, and the need for more adequate financial resources. Mobility 2030 is the product of a comprehensive, cooperative, and continuous planning effort. It meets federal requirements, satisfies air quality obligations, and is financially constrained, which means the region expects to receive funding for the elements of the plan.

## Guiding Principles

The Dallas-Fort Worth area continues to grow rapidly. Increased population has amplified congestion within the region considerably. By 2030, the region will need about \$129.5 billion dollars (2006\$) to eliminate the most severe levels of congestion. However, federal law requires the Metropolitan Transportation Plan to be financially constrained to available resources. Simply put, the region doesn't have enough resources for all its transportation needs through 2030. The following principles help the region best allocate these limited resources:

- Maintain and operate existing facilities.
- Improve efficiency of existing facilities.
- Reduce single occupancy trips.
- Increase transit trips.
- Increase auto occupancy.

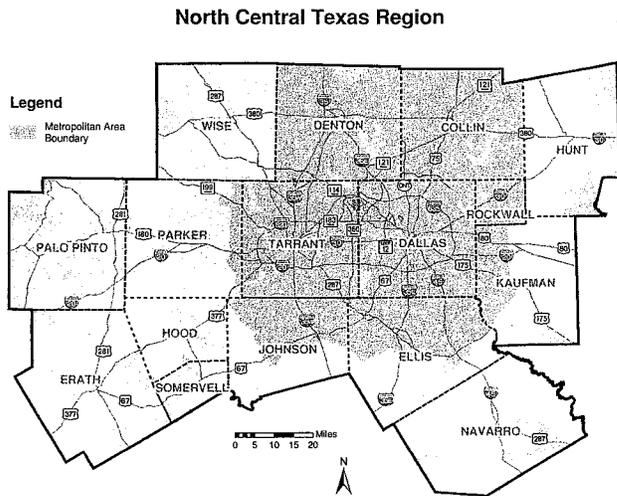
### Prioritization of Improvements and Plan Development



Because the DFW metropolitan area is designated a nonattainment area for the pollutant ozone, Mobility 2030 must demonstrate through transportation conformity that its plans, programs, projects, policies, and partnerships are consistent with state and regional air quality improvement goals.

### Plan Development Process

Mobility 2030 was developed amid growing concerns regarding the air quality of the DFW metropolitan area and the inability to fund many needed transportation projects and programs. Available funds are first allocated to the lower cost, highly cost-effective programs and projects that yield the most significant air quality benefits. Remaining funds are given to the more traditional major capital intensive projects, if they can be afforded, both from a financial and air quality standpoint.



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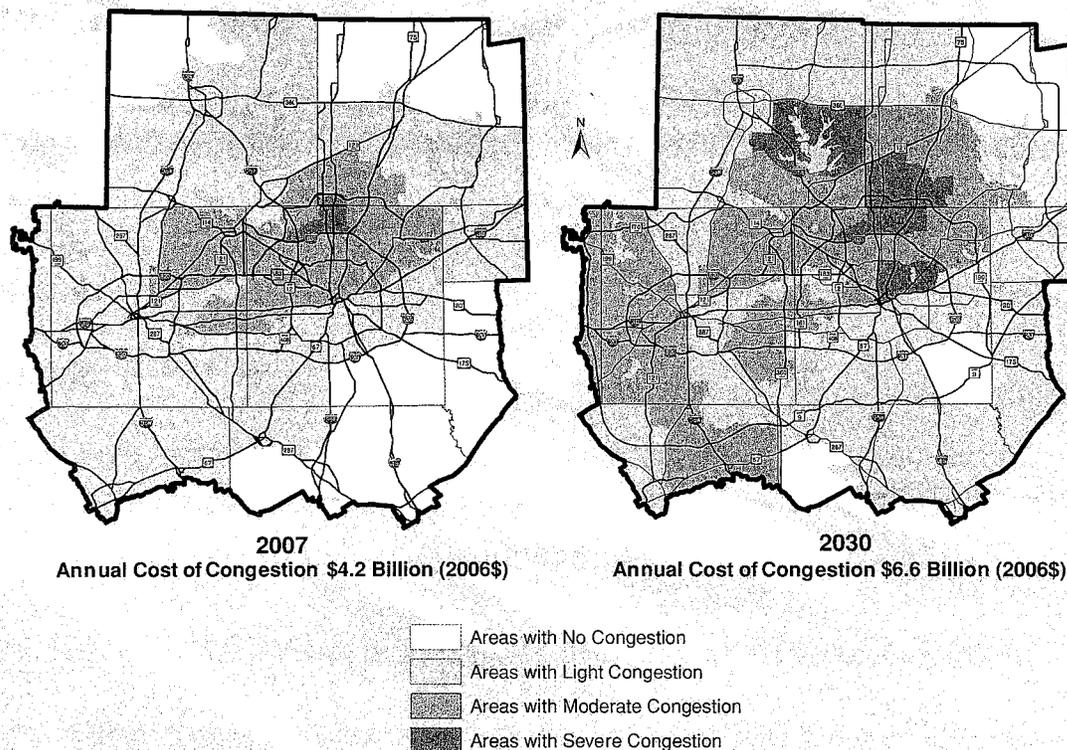
# Regional Growth and System Performance

## Regional Growth

The Dallas-Fort Worth region was one of the most rapidly growing areas in the United States in the 1980s and 1990s. The area has continued to see increases in population and employment in recent years, making it the fourth-largest metropolitan area in the country.

This intense growth, which helped it pass Philadelphia on the list of most populous metropolitan areas, is expected to continue through 2030. The population of the nine-county area is 6.1 million people, with 1 million people arriving every seven years.

## Levels of Congestion



## System Performance

The population growth will continue to make it difficult to fund needed transportation system capacity improvements. To help meet residents' needs, continual efforts are being made to alleviate congestion, improve air quality, and provide a more reliable transportation system.

Performance Measure Metropolitan Planning Area	2007	Mobility 2030 Forecasts
Population	5,856,432	8,503,146
Employment	3,664,954	5,256,667
Vehicle Miles of Travel	151,392,421	241,219,970
Hourly Capacity (Miles)	30,283,116	43,780,351
Vehicle Hours Spent in Delay (Daily)	1,026,960	1,697,274
Increase in Travel Time Due to Congestion	34.32%	36.87%
Annual Cost of Congestion (Billions) (2006\$)	\$4.2	\$6.6

The cost of congestion is expected to increase significantly as the region's population swells to more than 8.5 million. The region's surging population will affect more than the number of cars on the road. The table to the left illustrates the changes expected by 2030.

# Financial Constraint

## Demonstrating Financial Constraint

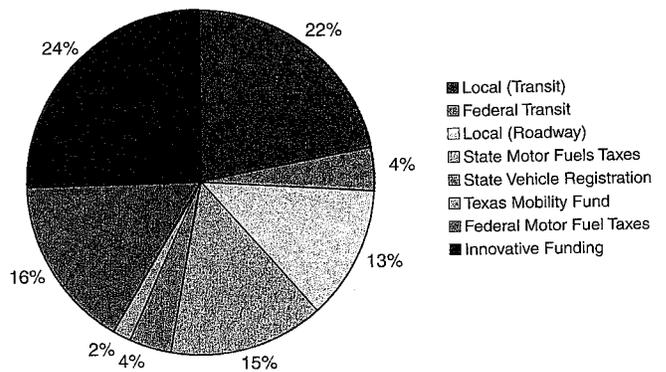
Mobility 2030 relies on a limited number of resources for funds. The state and federal gas taxes have remained unchanged for several years, and high gas prices contribute to an unwillingness among politicians to increase them. However, innovative funding mechanisms have opened up new avenues for non-traditional funding, which will result in more improvements for the transportation system. Plans to expand existing roads and build new ones to improve the metropolitan area's congestion are moving forward. Toll roads and managed lanes will play a significant role in the region's future transportation plans.

## The Cost of Inflation

The cost of funding Mobility 2030 is \$70.9 billion (2006\$). However, the plans, programs, and projects contained in this plan will be staged over time and implemented/constructed over more than 20 years. For this reason, the costs of inflation will impact the

final cost of a project. The cost of funding Mobility 2030, based on "actual dollars" assuming a year of implementation, results in a plan costing \$134.8 billion. The only difference in the costs shown in the table below is the year those dollars are reported.

Mobility 2030 Revenue Sources



## Mobility 2030 Cost Summary (billions)

Initiatives	2006 Dollars	Actual Dollars*
Operations, Maintenance, Rehabilitation, Safety, Facility Reconstruction	\$10.7	\$19.8
Transit Operations, Maintenance	\$10.6	\$16.1
Congestion Management Process, Alternative Fuels	\$2.1	\$3.1
Bicycle, Pedestrian, Transportation Enhancements	\$1.1	\$2.1
Rail Capital	\$9.6	\$15.9
Bus, Paratransit Capital	\$1.4	\$2.7
Regional Arterial System	\$3.1	\$7.0
Other Arterials	\$2.6	\$5.9
Freeway, Tollway, HOV, Managed System	\$29.7	\$62.2
<b>Total</b>	<b>\$70.9</b>	<b>\$134.8</b>

\*Adjusted for inflation based on assumed year of project implementation.



# Sustainable Development

## Sustainable Development Initiative

Sustainable development can be defined in the following ways:

- Land use and transportation practices that promote economic development while using limited resources in an efficient manner.
- Transportation decision-making based on impacts on land use, congestion, vehicle miles traveled, and the viability of alternative transportation modes.
- Planning efforts that seek to balance access, finance, mobility, affordability, community cohesion, and environmental quality.

Key components of sustainable development include consideration of the relationship between land use and transportation, planning for bicycle and pedestrian

traffic, and the evaluation of future demographic scenarios. Mobility 2030 required adoption of the Alternative Future Policy Program by the Regional Transportation Council. Developing alternative population and employment scenarios will allow NCTCOG to estimate and evaluate the impact of urban change on vehicle travel, capital needs, and mobile source emissions, as well as their impact on transportation facilities and system performance.

## Bicycle & Pedestrian Recommendations

Bicycle and pedestrian travel are recognized nationwide as cost-effective ways to address mobility and air quality concerns. Mobility 2030 recommends 286 miles of new bicycle and pedestrian routes in the Dallas-Fort Worth area.

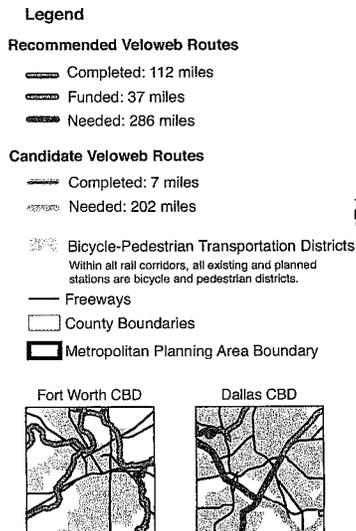


*Montgomery Plaza in Fort Worth is an example of how redeveloped old buildings enhance communities.*

## Alternative Future Policy Program Targets

- Transit-oriented development
- Infill development
- Freight-oriented development
- Rural preservation
- Development of south Dallas/southeast Fort Worth

## Bicycle-Pedestrian Transportation Districts



New facility locations indicate transportation needs and do not represent specific alignments

